

The China Mail.

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HONGKONG, SATURDAY, OCTOBER 9, 1886.

日二十月九年戊丙

PRICE, \$2 PER MONTH.

AGENTS FOR THE CHINA MAIL.

LONDON.—F. ALGAR, 11 & 12, Clement's Lane, Lombard Street, E.C. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENRY & CO., 37, Willbrook, E.C. SAMUEL DEAN & CO., 150 & 154, Leadenhall Street.
PARIS AND EUROPE.—AMERI PRINCE & CO., 39, Rue Lafayette, Paris.
NEW YORK.—ANDREW WIND, 21, Park Row.
SAN FRANCISCO and American Ports generally.—BEAN & BLACK, San Francisco.
AUSTRALIA, TASMANIA, AND NEW ZEALAND.—GORDON & GOTCH, Melbourne and Sydney.
GEYLVON.—W. M. SMITH & CO., The Architectural Co., Colombo.
SINGAPORE, STRAITS, &c.—SATY & CO., Square, Singapore. G. HEINZEN & CO., Manila.
CHINA.—MARC, F. A. DE CRUZ, Sustato, Oglethorpe & Co., Amy, WILSON, Nicholls & Co., Foochow, HEDGE & CO., Shantung, LANE, CRAWFORD & CO., and KELLY & WALSH, Yokohama, LANE, CRAWFORD & CO., and KELLY & CO.

Banks.

HONGKONG & SHANGHAI BANKING CORPORATION.

Paid-up Capital.....\$7,500,000
Reserve Fund.....\$4,500,000
Reserve for Equalization.....\$ 200,000
Dividends.....\$ 200,000
Reserve Liability of Proprietors.....\$7,500,000

COURT OF DIRECTORS.

Chairman—A. MOYER, Esq.
Deputy Chairman—M. GEOTE, Esq.
HOL. J. BELL IRVING, H. HOPFUS, Esq.
C. D. BOTTOMLEY, Esq.
W. H. F. DAHRS, Esq.
H. L. DALBYMPLE, Esq.
Hon. F. D. SASSON, Esq.

CHIEF MANAGER.
Hongkong.—THOMAS JACKSON, Esq.
Acting Chief Manager—JOHN WALTER, Esq.
Manager.
Shanghai.....EDWARD CAMERON, Esq.
London Banks.—London and County Bank.

HONGKONG.

INTEREST ALLOWED.
On Current Deposit Account at the rate of 3 per cent. per annum on the daily balance.

On Fixed Deposits—
For 3 months, 3 per cent. per annum.
" 6 " 4 per cent. " "
" 12 " 5 per cent. "

LOCAL BILLS DISCOUNTED.
Credits granted on approved Securities, and every description of Banking and Exchange business transacted.

Drafts granted on London, and the chief Commercial places in Europe, India, Australia, America, China and Japan.

JOHN WALTER,
Acting Chief Manager.
Hongkong, August 28, 1886. 947

RULES OF THE HONGKONG SAVINGS' BANK.

1.—The business of the above Bank will be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours on week-days, 10 to 3: Saturdays, 10 to 1.
2.—Sum less than \$1, or more than \$250 at one time will not be received. No depositor may deposit more than \$2,500 in any one year.
3.—Depositors in the Savings' Bank having \$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent. per annum interest.

4.—Interest at the rate of 3% per cent. per annum will be allowed to depositors on their daily balances.
5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must, not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about the beginning of January and August.

6.—Correspondence as to the business of the Bank if marked On Hongkong Savings' Bank Business is forwarded free by the various British Post Offices in Hongkong and China.
7.—Withdrawals may be made on demand, but the personal attendance of the depositor or his duly appointed agent, and the production of his Pass-Book are necessary.

For the
HONGKONG & SHANGHAI BANKING CORPORATION,
JOHN WALTER,
Acting Chief Manager.
Hongkong, June 7, 1888. 754

THE NEW ORIENTAL BANK CORPORATION, LIMITED.

AUTHORISED CAPITAL.....\$2,000,000
PAID UP.....\$ 500,000

REGISTERED OFFICE,
40, Threadneedle Street, London.

BRANCHES:
In India, China, Japan and the Colonies.

THE Bank receives Money on Deposit, buys and sells Bills of Exchange, issues Letters of Credit, forwards Bills for Collection, and transacts Banking and Agency Business generally on terms to be had on application.

Interest allowed on Deposits—

Fixed for 12 months, 5 per cent. per annum.
" 6 " 4 "
" 3 " 3 "

On Current Deposit Accounts 2 per cent. per annum on the daily balance.

APPROVED CLAIMS on the Oriental Bank Corporation, in Liquidation, or the Balances of such Claims purchased on advantageous terms.

Agency of
THE NATIONAL LIFE ASSURANCE SOCIETY.

H. A. HERBERT,
Manager.
Hongkong Branch.

Hongkong, May 31, 1886. 1068

Business Notices.

FURNISHING DEPARTMENT.

(+) LANE CRAWFORD & CO.

BEG to announce that they have just received their NEW STOCK OF CARPETS AND FURNISHING GOODS IN THIS SEASON'S DESIGNS,

COMPRISING—

3,500 YARDS BEST QUALITY BRUSSELS CARPETS in Art Designs and Colorings, with BORDERS and RUGS TO MATCH.
2,000 YARDS 2ND. QUALITY BRUSSELS CARPETS in Art Designs and Colorings, with BORDERS and RUGS TO MATCH.
3,000 YARDS TAPESTRY CARPETS in Art Designs and Colorings with BORDERS and RUGS TO MATCH.
KENNINGTON CARPETS.—These are inexpensive but most artistic productions of the English Loom, woven in one piece, without seam, bordered, fringed and reversible: may be had in a variety of Patterns and Sizes, suitable for Reception and BEDROOMS.
WESTMINSTER CARPETS.—These are similar in texture to a medium quality Brussels Carpets, most artistic in Design, inexpensive and durable, suitable for Dining and Drawing Rooms. A great variety to select from in various sizes.
ORIENTAL CARPETS AND RUGS.—A Splendid Collection of Antique Persian and Indian Rugs and Carpets—Daghestan, Kouli, and Seide Rugs in great variety. An immense assortment of Axminster and Velvet Hearth Rugs, Sofa Carpets, and Door Mats. Shopkin Rugs and Mats in all Colorings.

Curtain Department.

A LARGE ASSORTMENT OF CURTAINS in every TEXTURE,—MADRAS, GUIPURE, SWISS and NOTTINGHAM LACE, from \$2.00 per pair.—Some special novelties.

TAPESTRY CURTAINS, WITH BORDERS & DADOES.—These are Woven in the Curtain with Border and Dado to Match, in every variety of design and coloring, require no making or trimming, from \$10 per pair.

TAPESTRIES AND COVERING FABRICS.—The most wonderful improvements have been made within the last few years in the MANUFACTURE and COLORING of COVERING FABRICS. The artistic effect which some of these goods—even at \$1.00 per yard, double width—give is extraordinary. LANE, CRAWFORD & CO. have a very large variety of patterns, double width, from \$1.00 per yard. Also FRINGES and TRIMMINGS made especially to match.

NOVELTIES in PLUSH and TAPESTRY TABLE COVERS, TIDIES, TOILET COVERS and ANTIMACASSARS.

ARTISTIC DRAPERIES and MANTEL BORDERS.

BED and TABLE LINEN and EVERY description of HOUSEHOLD DRAPERY.

CALIFORNIA SAXONY and WITNEY BLANKETS, ENDER DOWN QUILTS and PILLOWS.

OVERMANTELS, MIRRORS, PERAMBULATORS, &c.

Bedstead Department.

LANE, CRAWFORD & COMPANY have sold out less than 100 Bedsteads in stock of various patterns to suit all purchasers: they have just received an Elegant All Brass Half CANOPY BEDSTEAD and a very handsome All Brass FOUE Post ditto, which are now on view.

SPRING MATTRASSES.—SANITARY WOVEN WIRE and CHAIN SPRING MATTRASSES in every size to fit any BEDSTEAD.

Bedding.

LANE, CRAWFORD & COMPANY'S BEDDING is all manufactured by themselves and guaranteed pure, new and first-class MATERIALS being used. As there are several unscrupulous Tradesmen and Dealers who, by using second-hand horse hair and stuffing, are able to offer worthless articles at comparatively low prices, Lane, Crawford & Co. beg to intimate that in making Bedding they use none but NEW and FIRST CLASS MATERIALS and guarantee the purity of their productions.

OLD MATTRASSES purified and re-made.

OLD FURNITURE Re-covered Equal to New. Estimates and designs free.

HONGKONG, October 4, 1886. 1894

LANE, CRAWFORD & CO.

ROBERT LANG & CO.

ROBERT LANG & CO.

TO Meet the increasing requirements of our Business, we have leased the SHOP recently occupied by Mr. H. CAMPBELL, Hairdresser, and have opened up communication between it and our Original Premises.

In making this intimation to our Customers, we would also inform them that our NEW AUTUMN STOCK is now being shown, replete in all the latest Styles and Materials, and Purchasers may rely upon obtaining from us, only Goods that are new and in good condition; all Stock that had deteriorated from any cause whatever having been Sold at Auction a few weeks ago, as we do not consider it to our advantage to keep old Stock from year to year.

From our practical knowledge of Tailoring, Shirt-making, and Gentlemen's Outfitting, to which we confine ourselves, we can ensure our Customers careful attention, good value, and punctuality in the fulfilment of orders.

Hongkong, September 16, 1886. 1788

KELLY & WALSH, LTD.

WILL HOLD, FOR ONE WEEK ONLY, A

Great Clearance Sale.

COMMENCING MONDAY, the 11th October, and Finishing SATURDAY, the 16th October.

All Last Season's FANCY GOODS, at HALF PRICE.
A Quantity of BOOKS of TRAVEL, BIOGRAPHY, HISTORY and WORKS of FICTION, at HALF PRICE.

A Lot of ONE DOLLAR FRENCH NOVELS, at 40 Cents each or \$3.50 per dozen.

A Quantity of SONGS and POPULAR DANCE MUSIC, usual price, 75 Cents each, offered at 20 Cents each or 6 pieces for \$1.00.

KELLY & WALSH, LIMITED.

Hongkong, October 9, 1886. 1837

W. POWELL & CO.

EX STEAMSHIP NESTOR.

NEW WINTER DRESS MATERIALS,

OVER 350 PIECES.

PRICE from 15 CENTS per Yard.

W. POWELL & CO.

VICTORIA EXCHANGE, September 14, 1886. 1774

Business Notices.

Victoria Hotel,

Praya and Queen's Road Central, Hongkong.

THIS Extensive and well-appointed Establishment, situated in one of the most central and airy positions in the Colony and commanding a splendid view of almost the entire harbour and within five minutes' walk of the principal Government Offices (including the Post Office), Banks, &c., has recently been much enlarged and improved and is now one of the principal HOTELS in the place. The ROOMS are spacious, well ventilated and have just been returned to a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Services of every kind will be found to be of the best description. A ample and varied TABLE D'HOTEL is always provided and served in the spacious, airy, light and airy HALL. The HOTEL also contains handsome and comfortable Reception, Reading, BILLIARD and Smoking Rooms. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages are spoken.

Messrs. DORABEE & HING KEE,

Proprietors.

Hongkong, September 16, 1886. 1612

Shipping.

Steamers.

THE CHINA SHIPPERS' MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON VIA SUEZ CANAL.
(Taking Cargo at through rates to NEW YORK.)

The Co.'s Steamship
"Wingfield," G. L. CASE, Commander, will be despatched as above on or about the 12th instant.

For Freight, &c., apply to ARNHOLD, KARBERG & CO., Agents.

Hongkong, October 5, 1886. 1904

NETHERLANDS INDIA STEAM NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND SOURABAYA, VIA SINGAPORE.

The Co.'s Steamship
"Devonhurst," Capt. Devonhurst, will be despatched as above on or about the 13th instant.

For Freight or Passage, apply to JARDINE, MATHESON & CO., Agents.

Hongkong, October 7, 1886. 1922

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR SINGAPORE, PENANG AND CALCUTTA.

The Co.'s Steamship
"Wingfield," Captain D'Ste. Cox, will be despatched as above on the above Ports on THURSDAY, the 14th instant, at 3 p.m.

This Steamer has superior First-class Accommodation, specially constructed to meet the requirements of tropical climates.

For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, October 5, 1886. 1902

AUSTRO-HUNGARIAN LLOYDS' STEAM NAVIGATION COMPANY.

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI AND TRIESTE.

(Taking Cargo at through rates to CALGUTTA, MADRAS, PERSIAN GULF, BLACK SEA, LEVANT and ADRIATIC PORTS.)

The Co.'s Steamship
"Amphitrite," Captain B. GERLICH, will be despatched as above on or about the 15th October, at Noon.

For further Particulars, regarding Freight and Passage, apply to JARDINE, MATHESON & CO.

Hongkong, October 5, 1886. 1903

FOR NEW YORK VIA SUEZ CANAL.

The Steamship
"Port Adelais," F. W. W., Commander, will be despatched for above Ports on or about the 22nd instant.

For Freight or Passage, apply to ADAMSON, BELL & CO., Agents.

Hongk

For Sale.

MacEWEN, FRICKEL & Co.
VICTORIA EXCHANGE,
QUEEN'S ROAD CENTRAL.

HAVE FOR SALE
THE FOLLOWING
STORES.

EX AMERICAN MAIL STEAMER.
Smoked HAMS.

Golden SYRUP in Gallon Tins.

Assorted SYRUPS.

CUTTING'S Table FRUITS.

ASPARAGUS.

Queen OLIVES.

Sausage MEAT.

CAVIAR.

Potted MEATS.

MACKEREL in 5lb Tins.

Eagle Brand MILK.

Lamb's TONGUES.

Green CORN.

Baked BEANS.

BROWN.

A LARGE ASSORTMENT
of

COOKING AND PARLOUR
STOVES.

AGATE IRON WARE COOKING
UTENSILS.

WOFFLE IRONS.

CHARCOAL IRONS.

KEROSENE LAMPS.

NONPAREIL KEROSENE OIL.

—

WINES, &c.

SPARKLING SAUMUR, Pts. & Qts. @ \$11 and \$12.

CUP CHAMPAGNE, Pts. & Qts. @ \$12 and \$14.

SACCHETTI'S SHERRY.

SACCHETTI'S INVALID PORT.

ROYAL GLENLEE WHISKY.

JAMESON'S WHISKY.

Old BOURBON WHISKY.

Brennan's CHERRY CORDIAL.

Assorted LIQUEURS.

DRAUGHT, ALE and PORTER.

&c., &c., &c.

—

THE USUAL ASSORTMENT
of

OILMAN'S STORES,

at the

Lowest Possible Prices
FOR CASH.

MacEWEN, FRICKEL & Co.
Hongkong, July 1, 1886. 1288

FOR SALE.

JULÉS MUMM & Co.'s
CHAMPAGNE.

Quarts.....\$20 per Case of 1 doz.

Pints.....\$21 " 2 "

Dubois Frères & Co.'s
BORDEAUX CLARETS and
WHITE WINES.

Baxter's Celebrated "Barley Bree"

WHISKY.....\$72 per Case of 1 doz.

GIBB, LIVINGSTON & Co.

Hongkong, July 18, 1886. 1187

Not Responsible for Debts.

Neither the Captain, the Agents, nor
Owners will be Responsible for
any Debt contracted by the Officers or
Crew of the following Vessels, during
their stay in Hongkong Harbour:

ANTIOCH, American barque, Capt. H. J.
Beauchamp—Arnold, Karberg & Co.

BILLY SIMPSON, British barque, Capt. F.

A. Brown—Captain.

BONVIN, Norwegian barque, Captain Ch.

Henrikson—Melchers & Co.

GALATEA, British ship, Captain William

Colville—Borneo Co., Ltd.

HARVESTER, American ship, Captain Wm.

Taylor—Order.

HYDRA, German barque, Capt. C. Bing.

—Siemens & Co.

JOHN FRASER, British ship, Capt. Thos.

Ross—Marine Martini.

RALPH M. HAWKINS, Am. barque, Capt.

Joseph Baxter—Arnold, Karberg & Co.

SARAH EICHEN, American ship, Capt. A.

Montgomery—Ed. Sodellius & Co.

SMIT, Dutch steamer, Captain H. G.

Rutsk—Siemens & Co.

SIRINAWAY, British barquentine, Captain

James Garrick—Siemens & Co.

The Steamship *Wiesbaden*, having arrived
from the above Ports, Consignees of Cargo by her are hereby informed that their Goods including Saltpeper are being landed at their risk into Messrs. JARDINE, MATTHESON & Co.'s Godowns, West Point, whence delivery may be obtained.

All Claims must be made immediately, as none will be entertained after the 12th Inst. Cargo remaining undelivered after the 12th Instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & Co.,

General Managers.

Hongkong, October 5, 1886. 1001

FROM SINGAPORE AND LONDON.

The S.S. *Genoa*, having arrived
from the above Ports, Consignees of Cargo by her are hereby informed that their Goods, with the exception of Opium, are being landed at their risk into the Godowns of the Undersigned, whence and/or from the Wharves or Boats delivery may be obtained.

Optional Cargo will be forwarded unless
to the contrary, begiven before 1 p.m.

To-day.

Cargo remaining undelivered after the

12th instant will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

JARDINE, MATTHESON & Co.

Hongkong, October 5, 1886. 1000

Notices to Consignees.

NORDDEUTSCHER LLOYD.

NOTICE TO CONSIGNEES.

STEAMSHIP *NURNBERG* FROM

BREMEN AND PORTS OF CALL.

THE above-named Steamer, having ar-

ived, Consignees of Cargo are hereby informed

that their Goods, with the exception of the

Underwear, Tobacco, and Wine, from the

Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the

15th instant will be subject to rent.

No Claims will be admitted after the

Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co., Agents.

Hongkong, October 8, 1886. 1928

Notices to Consignees.

FROM HAMBURG, PENANG AND

SINGAPORE.

THE S.S. *Hertha*, Capt. Christensen,

having arrived from the above Ports,

Consignees of Cargo are hereby informed

that their Goods are being landed and stored

in their Bills of Lading, under the name of the

Undersigned, and/or from the

Wharves or Boats delivery may be obtained.

Cargo remaining undelivered after the

15th instant will be subject to rent.

No Claims will be admitted after the

Goods have left our Godowns.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by

SIEMSEN & Co., Agents.

Hongkong, October 8, 1886. 1926

To-day's Advertisements.

FOR YOKOHAMA AND HIOGO.

The Steamer

Heppie, Capt. Christensen, will

be despatched for the

above Ports on WEDNESDAY, the 13th

Instant, at 11 a.m.

For Freight or Passage, apply to

SIEMSEN & Co., Agents.

Hongkong, October 9, 1886. 1926

To Depart.

For Sofie, for Haiphong, Mr. Mayes

and 24 Chinese.

For Empress, for Saigon, 12 Chinese.

For Haiphong, for Coast Ports, 2 Euro-

peans, and 200 Chinese.

produced. Since that time things in

Hongkong have very much changed in

many ways. Typhoid has begun to

show itself in a more marked de-

gree than formerly, and diphtheria

has now and again paid us an unex-

pected visit. But the power of the hot sun

from freshly-turned virgin soil seems

to be as great as ever. It is said that

the much more enlightened views on this

subject are being brought forward in

these days, and that the doubts

are strong and freely-expressed that the

upturned soil has anything whatever to

do with the visitations of fever to which

the Colony is still subject. We should

be exceedingly pleased if it could be

shown that malaria does not contribute

to the present unfortunate unhealthiness

of certain districts of this Colony during

stated seasons of the year. In fact,

now, Hongkong can boast of

a Sanitary Board, a Medical Board,

and a Medical Society, it does seem

strange that so little notice appears to

be taken of what has assumed rather

serious dimensions. It has been said

that much conversational discussion has

taken place in the Sanitary Board on this

subject, but as yet nothing has been decided

Der Ostsasiatische Lloyd's made of announcing a birth is as follows—Through the birth of little daughter A. Hollrich and his wife were highly rejoiced.

We have received to-day the third number of *Der Ostsasiatische Lloyd*, the new German newspaper started in Shanghai. It is not a pretentious journal, and we do not think it will rival with the English papers in Shanghai, at least in the matter of news. Like most foreign papers it seems to go in more for polemics than for producing those items of general news which are almost the distinctive characteristic of English and American papers. The leading article is devoted to the discussion of the progress made by China in providing telegraphic communication throughout the empire, especially the line that is being constructed through Yunnan and Szechuan, which will connect the new English possession of Burma with China. This line, our contemporary says, has been in course of construction for six months. It leaves the Yangtze near Ichang, stretches from there to Satchi, then on through the mountains of Kueitshoo and Szechuan, with numerous stations until it reaches Yunnanfu. It will be five or six months before it is finished, the work being pushed on in the mountains even in the winter months. The workers are directed by a number of Chinese from America trained in the laying of telegraph lines, at their head being a skilled Danish engineer. The only other noteworthy article in *Der Ostsasiatische Lloyd* is a small leaderette maintaining that in spite of the contradiction of the *London and China Express* the Marquis Tseng did give new orders to the Elbing Torpedo boat firm, and declaring that the vessels for the Viceroy of Nanking of whose weaker construction the English newspaper made mention were not built at Elbing but at Kiel, and that the reason of their giving way little on trial was their being mounted with too heavy Armstrong guns. A correspondent from Chefoo writes about a most hearty reception that was given to the man-of-war *Bismarck* at Port Arthur, where, when the improvements of the port are completed, there will be an excellent fleet station. We wish our German contemporary every success, and have no doubt that it will extend its news-column in course of time. There is plenty of room for German enterprise in China without too bitter rivalry with the English, and it would be well perhaps if this German newspaper endeavoured to keep this fact more in view.

The *Hupao* says that it is rumoured an expectant Taotai named Sun Tse Moi has been appointed Chief Director of the C. M. S. N. Co., and will soon arrive in Shanghai to take up his post.—*Shanghai Mercury*.

His numerous friends in China will be glad to hear that Captain H. Acciari, who was very popular here while in command of the *Christoforo Colombo*, has been appointed Vice-Admiral, and attached to the Ministry of Marine at Rome.—*N.-O. D. News*.

The *Times* correspondent of the *N.-C. D. News*, in a letter dated the 30th September, says the water in that district is slowly subsiding, and if no more rain falls, the people may yet see dry ground round Tientsin during the winter. There is always something to be thankful for.

The *N.-C. D. News* of the 4th instant contains the following.—We are informed that the Hongkong and Shanghai Bank has contracted for a loan of £70,000 with the Tung-ki Yamén, the interest on which is to be 7 per cent. per annum. This is the loan which the Hongkong papers said some months ago had been arranged.

The following is taken from the *Shanghai Mercury*.—The Chinese torpedo boat which left Hongkong on the evening of the 18th ult. for Foochow, arrived off the White Dogs on the evening of the 20th, and entered the port the following morning, the voyage having been the stormiest she experienced on the whole passage out. She took the outside course all the way.

Tas Heskin, on her arrival at Shanghai, reported that the *Mingkong*, already mentioned as having been in collision with a Chinese gunboat, had arrived at Taku on the 29th September. The *Mingkong* was cut down to the water's edge near the fore rigging on the port side. The gunboat which had arrived at Tientsin was badly damaged.—*N.-C. D. News*.

The *Shanghai Mercury* of the 2nd instant says.—Intelligence was received by wire at noon to-day to the effect that the steamer *Kiangfor* had broken down off Kiangyin. The *Kiangfor* left here on the morning of the 30th ultimo for the river ports. The C. M. S. N. Co. is despatching the Captain Knights to take the passengers and cargo of the *Kiangfor* on to Hankow.

A case of hydrophobia in a horse has just occurred at Bangalore. One day a month or so ago a gentleman arrived at that station from South Gung, bringing with him a favorite horse. On the following Sunday morning the horse was a high fever, and was sent to Farman's Stable. On his calling for it in the evening, Mr. Farman told the owner he could not think what was the matter with it, unless it was hydrophobia. The owner as once remembered that three months previously a parson dog had rung into his garden in South Gung, and attempted to bite a calf, and that on being driven off, it went to the stable and bit the horse between the nostrils. The next morning the symptoms were all aggravated, and from knocking itself about in the stall not a square inch of white skin was left on the horse's face and head. A handful of grass was given to it, but it had lost the power of swallowing, and when a bucket of water was let down in front of it by means of a rope, it shrank back and screamed, and its back sank down and became quite concave in shape. The owner spoke to it from a window in front of the stall, and it seemed to recognize him, but its bloodshot eyes and other signs of rabies made it appear so horrible that he ordered it instantly to be shot, and so put out of its misery.

TELEGRAMS received at Shanghai from Chefoo on the 4th instant say that the British fleet was expected there immediately.

Der Ostsasiatische Lloyd announces that the *Nanshi*, one of the Chinese corvettes built at Kiel, burst one of her cylinders while on a voyage from Corea to Nagasaki, an accident which our contemporary naturally attributes to there being no foreign engineers on board the vessel. It is agreed that the corvette will probably be laid up for six months while a new cylinder is being procured from Kiel, at a cost of fully The 10,000.

The *N.-O. D. News* is glad to hear that there is no truth whatever in the story that the brawl at Nagasaki has weakened Admiral Lang's position with the Chinese. Imperial observers who were at Nagasaki at the time of the row are convinced that the Chinese sailors were not to blame at all for the second, which was the singular point. The men were quite quiet until they were ashore, and while they were ailed by the Japanese people, who had armed themselves for resistance, and the best proof of this is the small number of casualties among the Japanese as compared with those among the Chinese. The enquiry now going on, if the details are ever published, will show if this account is correct. Unfortunately we got most of our information on the subject from newspapers published in Japan, which show a natural partiality towards the people among whom the writer lives. There is an inadmissible animosity between the lower orders of the Chinese and Japanese, which is very embarrassing to their respective governments.

The *Shanghai Mercury* in its "Sporting Notes" of the 4th instant says.—The Hongkong "4" Messrs. T. Glass, D. Kennedy, C. E. Lawrie, R.A., and G. O. C. Master arrived here yesterday by the *S.S. Kutsung*, and were out on the river this evening for the first time. The Hongkong "4" to oppose them has not yet been selected, as the style of boats in which it is proposed to row the race had yet to be finally arranged. For the "Internationals" Eight the "Germans" are showing such superior form, and rowing in such good time, that the English and Scotch Boats propose to amalgamate, and then secure a better race for men and popular event. That is an innovation in the programme of the R.C.B.C. as it was only after the Americans failed to put an "8" on the river that the dissolution took place, and then only with a view to give the eight-oared race more than a bar character. For the Inter-Club race, the Shanghai Club, Club Concordia and Country Club will be well represented. Single and double scullers have yet to be chosen to compete against the Hongkong competitors.

From the letters of the Peking correspondent of the *N.-C. D. News* we observe that all the world over that northern locality has returned from summer quarters. The Legations are full, and the various official and educational institutions of the capital are in active operation. The pleasure of the season, however, is rather overshadowed by the somewhat serious illness of H.E. Her von Brandt, the German Minister, whose illness is occasioning some anxiety to his friends. According to the correspondent, "His Excellency has been doing a very full share during the summer, and has not had the usual relaxation at the hills. Two journeys to Tientsin during the worst of the hot weather and when the flooded condition of the country made travelling unusually tedious and trying, have probably somewhat overtaxed the strength of the Minister. With rest, however, and the genial weather we now enjoy, the able physician who are in attendance expect to set him on his legs again very soon. Mr. Von Brandt is in many respects a model minister, serving his country with zeal, and never sparing himself exertion, either physical or mental. He is always ready to espouse the cause of any of his nationals who require either protection or assistance."

The *N.-O. D. News* of the 4th instant says.—After some satirical remarks, not altogether undeserved, on the dread which the English press has been exhibiting of late of German competition in the Far East, our German contemporary of Saturday last gives full details of the contract lately signed by Messrs. Jardine, Matheson & Co., through Mr. Spence, for a telegraphic cable between Formosa and the mainland of China. Messrs. Jardine, Matheson & Co., it says, undertake to provide and lay the cable and erect three stations, with complete apparatus and sufficient reserve material, one in Amoy, one at the *Pescadores* and one in Formosa, probably at Tamsui. All necessary plating material for repairs is to be provided. They are also to provide a repairing steamer with all necessary apparatus, and of the steamer to be 100 ft. long, 21 ft. beam, 9 ft. depth, 12 ft. draft. She is to have a double bottom and 3 sets of cabins, one for the officers, one for the crew and one for passengers. All sails and rigging are to be in duplicate, and the steamer is to have a handsome saloon in addition for high officials, all the necessities for the service of the saloons being in duplicate. She is to steam twelve knots on ten tons of coal a day. The contracting firm has also to provide three telegraphists who are to be at the expense of the contractors for the first six months. The whole payment on the contract is £120,000.

SAYS THE *N.-C. D. News*.—We learn that much, if any, progress has been made in the settlement of the claims of American missionaries for losses during the riots at Chinkiang. Li Hung-chang has, we regret to hear, scarcely received the American Minister with courtesy when the representative of the United States has called upon him on the subject. Probably H.E. the Vicereoy has heard that the Cabinet of Washington is, on account of the treatment which Chinese will receive in the United States, rather opposed to the claims being presented. The correspondent of the *Shanghai Mercury*, writing on the 30th September, says he can justly prevail throughout eastern Sechuan, and mentions that three of the leaders in the attack on the Catholic College and Mission premises at Peh-koo have been arrested and are being tried before the Peh-koo and two Wei-yungs (disputed officials) who came from the capital. It was at this place that a soldier was killed and one of the fathers lost his life. The correspondent adds—"There have been several such occurrences in this part of the province, and they have been settled by paying a sum of money, so that the opinion is now prevalent that there is no great risk in plundering and misusing foreigners or native Christians; it is only a matter of so many taels to be paid out of the local Lekin, and causes no particular inconvenience to any one." It seems from the same correspondent that in a former riot at Chungking a number of men who were found guilty of being the principals in the affair were begged off by the then Bishop, and this has given rise to the belief that the settlement of attacks on foreigners was only a matter of Taels.

H. M. S. Firebrand was unexpectedly ordered from Shanghai to Chemulpo, to reinforce the British naval strength at that port.

SAYS THE *N.-O. D. News*.—We have it on good authority that the Chinese intend to make and fortify Port Hamilton, should the British give it up. Meanwhile, now that the present home has taken up the question with the somewhat vague appreciation of the real geographical position of this new "place of arms," it is very improbable that it will be given up, and we may even hear that the government thinks it worth while to repair the cable that connects it with the Saddles, which is now useless at the bottom of the sea. It is reported that Admiral Hamilton has advised the Admiralty, that if Port Hamilton is to be retained by us, three forts must be erected, and a permanent garrison of 3,000 men kept on the islands.

If this advice is adopted, the present Chinese population will have to be deported en masse; for the only sheltered positions in which barracks can be erected are occupied by their villages.

The spot on Observatory Island on which the huts for the present garrison of Marines are built, is exposed to gales so violent at times that the huts are held down by heavy chains passed over the roofs and anchored to the ground.

The occupation of Port Hamilton has spoilt the China Station for the navy, and what sort of life will the *Yankee* find? The *Yankee* is quoted as saying that the *Port Hamilton Naval Yacht Club* has turned down 200 members; but how long will the strong-winged birds will voluntarily remain in such inhospitable preserves as a question. Perini and Parmentier will be Captain when compared with Port Hamilton.

"FRAGRANT WATERS" MURMURS. That the Government will do well and wisely to forestall the unoffical members, and introduce a bill adopting the English Press Law in this Colony.

That the whole community are against the Government on this question, and do not approve of the tactics by means of which this matter has been shelved.

That the Hongkong public are ever ready to back up official action when such action is honest and fair.

That it is monstrous to place English newspapers under the same regulations as those of native production, and that a native Press Law is a necessity.

That Mr. Bell-Irving, in his maiden speech at the last Council meeting, hit the right nail on the head when he said that the present generation had quite enough to pay for, and that a loan for the purpose of continuing the public works was a necessity.

That it is simply absurd that the present generation should be called upon to pay for what a future generation will mostly benefit by.

That (comparing small things with great) a loan in this respect would stand in the same light as the National Debt, and the one would have similar advantages to the other.

That the loan should be raised at once, and then nearly every public undertaking could then be promptly proceeded with and finished.

That such public works do not include the necessity for a new Gaol, and the community should strongly protest against any such undertaking until the more efficacious deterrent of whipping has been tried.

That time after time it has been pointed out, and corroborated even by the confessions of the criminals themselves, that the Gaol here is looked upon as affording the native prisoners accommodation which is comparatively luxurious.

That in fact, Gaol life here to the native "gaol birds" is likened unto having a high old time.

That the movement to get more revenue out of the jinrikisha-owners is to be great damage to the roads.

That our public rickshas do not reflect much credit upon the designers, and certainly not in the matters of wheels and springs.

That the new tricycle-wheeled ricksha is the next step for an enterprising rickshaw-owner.

That the bumping and swaying of the present clumsy-wheel vehicles may explain the comparative absence of liver complaints of which doctors now speak.

That the Police notification inviting the attention of owners of vehicles, private as well as public, to the fact that an Ordinance of 1883 requires all vehicles to keep to the left, is a step in the right direction.

That the notification might have gone further, and have invited the attention of pedestrians to the side-walks as more suitable to them than the middle of the road.

That, in the event of such invitation not being responded to for Chinese will walk in the middle of the road, more effectual means might be necessary.

That not only are the rickshas themselves open to improvement, but the drivers frequently present a sorry appearance.

That, considering the judgment exercised of late in the selection of these tolls of the road, there are far too many coolies of weak and wobbly physique amongst the drivers.

That they must thank them for the pleasant afternoon they had spent and hope that they would have another soon.

That thought they would be better if they fired at the Wimbledon target. The target they were firing at was obsolete, the Wimbledon target with the regulation marking being the only one now recognised.

That the public may be informed, some of these days, as to the reason why.

That, although as yet we have received no

intelligence of the symptoms in the way of torpedo-boats and guns, and for what we are about to receive, due thanks will be rendered—when the thanks are deserved.

That we should not waste our energies upon any Ratpayers' Association, but rather agitate for a more efficient representation on the Council.

That there is a great amount of talk going on about opening the West River and South-Western China, but that no action seems to follow.

That Saint Andrew's lads are again on the "Under Thirties" and the lasses are anxious to know all about the real practices.

That property once more appears to be attracting attention in this Colony, and this time in an Easterly direction.

That Hongkong, notwithstanding its gigantic strides in the past, is still in its infancy as regards its manufacturing possibilities.

That the completion of the Tytan Water Scheme—whatever that is to be—will tend to give such industries the one impulse needed—water.

That the thought of this gives rise to the question, How about our water supply for the coming dry months?

That although it is unwise to pose as an alarmist, it is best to take time by the forelock; and I now pause for reply from the Government.

The following are the two scores for the Under Thirties:

G. S. Coxon, b. Dick, 33
Major Riddell, o. Parvin, b. Graham, 33
H. H. Grace, m. rat, 20
A. K. Travers, o. Graham, b. Dick, 7
W. H. Darby, m. rat, 23
Major F. Davis, b. Graham, 23
H. F. Whyte, m. rat, 0
J. Barton, b. Dick, 0
Eyes 3, leg byes 8, sides 2, total 12

TOTAL 128

OVER THIRTY.

Capt. Porter, o. Coxon, b. Barton, 6
A. D. Scanlan, b. Barton, 27
M. N. Drury, m. rat, 1
C. S. Harb, o. Coxon, b. Barton, 4
W. Bruce Robson, o. Coxon, b. Barton, 12
A. A. Lloyd, b. Riddell, b. Travers, 33
H. Vickers, m. Darby, 0
C. G. Poller, m. rat, 0
A. B. N. Drury, b. Darby, 11
Eyes 6, water 5, Total 128

TOTAL 128

SHOOTING MATCH.

Northamptonshire v. Garrison.

A return rifle match was fired to-day at the Naval Range Stonecutter's Island between the Staff Sergeants and Sergeants of the 2nd Battalion Northamptonshire Regiment and the Warrant Officers, Staff Sergeants and Sergeants of the Garrison. It will be remembered that about a fortnight ago the Garrison team beat the Northamptonshire by one point. Col. Anderson at the time said he had no doubt the verdict would soon be reversed. A good deal of interest therefore centred in this return match, and it turns out that Col. Anderson's prediction has come true. Both teams made excellent shooting, the winning team making the splendid average of 70.14. The Northamptonshire practically gained their position at the 200 yards, where they were 19 points ahead of their opponents. At 300 yards they lost 2 points, but at the 400 yards they gained 12, making thus a total gain of 29. The improvement in the shooting was chiefly shown by the Northamptonshire team. The Garrison made one point more than on the last occasion but the Northamptonshire scored 30 more. The following are the totals at the different ranges. The detailed scores will be given on Monday.

NORTHAMPTONSHIRE.

200 yds. 300 yds. 400 yds. Total.

Sergt. Fricker, 25 18 23 67

Sergt. McKinley, 25 24 24 74

Sgt. M. Phillips, 20 23 25 76

C. Sgt. Kendrick, 27 22 25 74

Sergt. Hatton, 27 21 24 72

Sergt. Langhorn, 25 12 24 61

C. Sgt. Delaney, 27 23 25 75

S. G. McLure, 27 23 25 75

THE BULK OIL STEAMER
GLUCKAU.

The New York Maritime Register says:—The German steamer *Gluckau*, which sailed from this port August 7th for Bremen with a cargo of 910,221 gallons petroleum in bulk, is of such an entirely novel construction that the following description of her will, we think, be found interesting by our readers.

She carries her cargo in tanks.

THE HULL.

Her tonnage is 1,668, rig barkentine. She was built in 1880 at Newcastle on Tyne. The hull is constructed of steel and iron, principally steel. Her scanting is very large, upper deck iron, between deck steel. Her beams, stringers, etc., are strengthened by long plates. She is extremely well fastened, plating is steel 8-17, 9-16, 10-16, 5x3, 3x3. She has a longitudinal bulkhead; 7 athwartships bulkheads reaching up to the main deck, and 10 up to the deck. The engine room bulkheads reach right up to the main deck. There are two in number, with a space of five feet between either bulkhead. The engine room, boilers and gallery are all of these two bulkheads, affording great protection from fire as, in addition, the vessel is lit throughout, cabin and forecastle, with the electric light.

TIN TANKS.

She carries water ballast in two tanks, the forward having a capacity of 110 tons, and the after 215 tons. Her tanks are eight in number and have the following carrying capacity:—No. 1, total 263 tons; No. 2, 337 tons; No. 3, 337 tons; No. 4, 337 tons; No. 5, 336 tons; No. 6, 334 tons; No. 7, 322 tons; No. 8, 334 tons; No. 9, 250 tons (no oil in No. 9, only water for ship's use). These tanks are component parts of the vessel, and their respective divisions are the bulkheads (steel), well supported with angle irons, &c.

HATCHES.

Each tank has a man-hole on the upper deck, from which the tanks are filled. On top of the above named cargo tanks are expansion tanks, direct on the centre line of the vessel. The floors of the expansion tanks rest on the steel deck between the following tanks:—No. 1, 25 tons; No. 2, 25 tons; No. 3, 28 tons; No. 4, 27 tons; No. 5, 27 tons; No. 6, 26 tons; No. 7, 26 tons; No. 8, 19 tons. Each of the expansion tanks has a man-hole direct into the cargo tanks, also some perforated holes so as to let the oil into the cargo tanks have free access when expanding into the expansion tanks. After the cargo tanks are filled the expansion tanks have two feet of oil put into them in order to prevent oscillation, so that there is always a solid body in the cargo whether they are expanding or not, or the ship upright or laying along. The working of the tank is very simple: they have one pipe and pump so arranged as to pump out or fill in as the case requires.

THE PUMPS.

Hear pumps are very superior and have all sea connections in case of fire or leakage.

COLLISION.

In the event of a vessel striking the *Gluckau* at the exact point where the bulkhead forming the after part of one tank and the fore part of the other, if she was properly managed, it would not endanger the vessel to any serious extent. Say that she was struck between tanks 4 and 5, which hold respectively 337 and 330 tons, and it is not at all probable that the colliding vessel would reach the midship bulkhead; it would only be a loss of 337 tons, and the water rushing in would more than dislodge the weight, as water is much heavier than oil, (the quieting of the oil in water is well known) and the vessel could easily be placed in the tank most suitable, and the reduced force to the bulkhead, the location of which is always changing, and is very often the case, is never known until run into by some vessel.

There is no reason apparently why the several maritime nations should not join to carry out this plan of patrolling the North Atlantic ocean. If our own Government should make this proposition, other nations would not, we believe, be backward in a work of such practical benefit to the maritime interests of the world. It is to be hoped, therefore, that the Navy Department will soon have the plan in such shape that the proposition can be made to other nations through the State Department and the scheme go into operation at the earliest possible moment.

THE WOMAN'S SUFFERING AND GRATITUDE.

A VOICE FROM AUSTRIA.

Near the village of Zillingdorf, in Lower Austria, lives Maria Haas, an intelligent and industrious woman, whose story of physical suffering and final relief, as related by herself, is of interest to English women. "I was employed," she says, "in the work of a large flour-mill. Overwork brought on sick headache, followed by a fainting and to the level of the sea in inches, teeth and fingers.

2. *Tanakaravas*, in the shade in degrees, Fahrenheit.

3. *Hornswaggon*, in percentage of saturation, the humidity of air saturated with moisture being 100.

4. *Direction of Wind*, to two points.

5. *Force of Wind*, according to Beaufort Scale.

6. *Sense of Weather*, a blue sky, a drizzling rain, a fog, a gloomy, hazy, blighting overcast, passing showers, a squally rain, a snow, a thunder, a visibility, a dew, a mist.

7. *Rise*, in inches, tenth and hundredths.

8. *Barometer*, reduced to 32 degrees Fahrenheit, and to the level of the sea in inches, tenths and hundredths.

9. *Temperature*, in the shade in degrees, Fahrenheit.

W. Donenox,
Government Astronomer.
Houghton Observatory, October 8.

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